



April 2004

What's Happening

Navy Fire & Emergency Services Newsletter

Protecting Those Who Defend America

Email the Editor:

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From the Director, Bill Killen, CFO

Congratulations to the Navy nominees for the 2003 DoD/Navy Fire and Emergency Services Annual Awards Program. There are a total of 56 nominations, the largest number ever submitted from the Navy, and for the second year in a row every Northeast Region Fire Department submitted a nomination. The Navy Fire Department of the Year, the Military and Civilian Firefighters of the Year, Military and Civilian Fire Officers of the Year and the Heroism Award Winner will compete with the other DoD Components, Defense Logistics Agency, and the U.S. Coast Guard for the DoD Fire Department and individual awards for 2003. The Navy winners will be released in June 2004, and the DoD winners will be announced at the DoD Fire & Emergency Services Training Conference on 18 Aug 04, in New Orleans, LA.

Fire Departments, Activities, and Ships submitting nominations were: NAS Keflavik, Iceland; NAS Sigonella, Italy; COMFLEACT Chinhae, Korea; CNFJ Regional Fire Department, Japan; CNFJ Sasebo, Japan; Portsmouth Naval Shipyard, New Hampshire; Naval Station Newport, Rhode Island; SUBASE Groton, Connecticut; Naval Weapons Station Earle, New Jersey; Naval Air Station JRB Willow Grove, Pennsylvania; Naval Air Station Patuxent River, Maryland; Navy Regional Fire-Rescue Hampton Roads, Norfolk, Virginia; Naval Station Mayport, Florida; Naval Air Station Jacksonville, Florida; Naval Air Station Pensacola, Florida; Naval Support Activity Crane, Indiana; Federal Fire Department, Hawaii; Naval Air Station Brunswick, Maine; Naval Air Engineering Station Lakehurst, New Jersey; Naval Support Activity Naples, Italy; Naval Station Pascagoula, Mississippi; Naval Station Everett, Washington; Naval District Washington East (US Naval Academy), Maryland; Centers for Naval Engineering Learning Sites (Ingleside Texas and Norfolk Virginia); Afloat Training Group Western Pacific; USS John F. Kennedy; USS Shilow; USS Kearsarge; USS Anzio; USS Hue City; and USS John C. Stennis.



Our military nominations are the most we have ever received, with four nominations for Military Fire Officer and seven nominations for Military Firefighter of the Year. There are six nominations for Civilian Fire Officer and nine nominations for Civilian Firefighter of the Year. Twenty-eight individuals were nominated for the Heroism Award for the Year, three individual nominations and six team nominations consisting of 21 heroes.

Congratulations to each organization and individual for being nominated, there is no question about it, **every nominee is a winner!**

V/r **Bill**

Last Alarms

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Last Alarms

Sam Archer, NSWC Crane, Indiana

Chief John Robinson reports the passing of firefighter and fire inspector Sam Archer on March 19, 2004. Our thoughts and prayers are with Sam's family and friends.

As of this publication date, 38 firefighter fatalities have been reported to USFA in 2004. These line of duty deaths were reported since we published our last issue:

James E. Towell

Rank: Pilot
Age: 63
National Aviation Office (ID)
Date of Death: 03/16/2004

Phillip Stephen Hulen

Firefighter
Age: 19
Vann Crossroads Fire Department, Inc. (NC)
Date of Death: 04/06/2004

Mike Lehen

Assistant Chief
Age: 57
Bethalto Fire Department (IL)
Date of Death: 03/21/2004

Kenneth Eugene Sterling

Firefighter/EMT
Age: 43
Westview-Fairforest Fire and EMS Dept (SC)
Date of Death: 04/10/2004

Ken Temke

Firefighter
Age: 45
Campbell County Fire District # 5 (KY)
Date of Death: 03/25/2004

Michael Fenster

Acting Fire Chief
Age: 57
Capital City Fire & Rescue (AK)
Date of Death: 04/15/2004

Rick Wilbur

Chief
Age: 56
Eaton Rapids Township Fire Dept (MI)
Date of Death: 03/28/2004

Kevin McIntyre

District Chief
Age: 45
Rockford Fire Department (IL)
Date of Death: 4/18/04

James Harold Pennington

Chief
Age: 63
Unity-Frost Prairie Volunteer Fire Department (AR)
Date of Death: 03/28/2004

Bruce E. Rogers

Lieutenant
Age: 56
Chesterfield Fire Dept (SC)
Date of Death: 04/22/2004

Kevin Wayne Kulow

Probationary Firefighter
Age: 32
Houston Fire Department (TX)
Date of Death: 04/04/2004



FEMA

Newsletter

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US Fire Administration Newsletter

The April/May 2004 edition of the USFA Newsletter is now available at:
<http://www.usfa.fema.gov/inside-usfa/newsletter/usfanews.shtml>

Standards of Cover

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You Are Not Alone

Here's an example of a non-Navy fire department coming to grips with standards of response coverage.

FDNY Scorched By Slow Response Time

NY Post (March 22, 2004)

Politicians and community activists gathered outside a shuttered Brooklyn firehouse yesterday - and used the FDNY's own numbers to argue for the reopening of six firehouses that were closed last May.

The figures, released earlier this month, show response times increased in all of the six neighborhoods that had been served by the units.

The increases were under a minute, but "seconds do matter. Speed is of the essence," said Assemblyman Jeff Klein, a Bronx Democrat.

"The results of closing these firehouses is not only detrimental by putting these six communities in danger, but it's a bad symbol that the city of New York can no longer respond effectively."

Since the closing last May of Engine Co. 204 in Cobble Hill, the site of the protest, there has been a 39-second increase in overall response times. For medical emergencies, the response time was up by 51 seconds.

The figures cover June through January.

After Engine Co. 212 closed in Greenpoint, there's been a 46-second increase in response time to all emergencies in the area.

It's taking firefighters 56 seconds longer to reach building fires.

"A lot of people are going to lose their lives before they say they found the money, because [the city] certainly won't say they made a mistake," said Lt. Stephen Carbone, vice president of the Uniformed Fire Officers Association.

"We have these statistics. They're real. And they know they have a problem. We talk about seconds, but in this business seconds count."

FDNY spokesman David Billig later said that while minor increases had been predicted all along, "four out of the six areas where engine companies were closed still have response times below the citywide average."

The citywide average response time for all emergencies from June 2003 to January 2004 was 4 minutes and 56 seconds.

Areas once served by Engine Co. 212, Engine Co. 278 in Sunset Park, Engine Co. 209 in Bed-Stuy and Engine Co. 36 in Harlem are still under the citywide average, Billig said.

"What that means is that those areas, even without those engine companies responding, still have a better response time than other areas in the city," he said.

"The closure of these six companies have had a minimal effect on citywide operations."

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"We must learn to live together as brothers or perish together as fools." ...
-[Martin Luther King, Jr.](#)

Critical Infrastructure Protection

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International Association of Fire Chiefs

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IAFC NEWS ALERT

Contact: IAFC Communications: 703/273-0911

Tanker Truck Fire Reinforces the Fire Service Role in Critical Infrastructure Protection

Fairfax, Va., March 26, 2004... A tanker truck exploded on a busy Connecticut highway this week causing a major disruption in interstate commerce and far-reaching effects on the economy.* This accident is one of many that occur all the time.

“It serves to remind us that the fire service is not only there to respond to local emergencies, but that we are the protectors of our nation’s critical infrastructure and as such, we must do everything within our power to be fully equipped, staffed and trained to respond to these types of emergencies,” said Chief Ernest Mitchell, President of the International Association of Fire Chiefs. “This incident underscores the need for funding of large scale training exercises, equipment and personnel to meet the challenges facing the fire and emergency service.”

The IAFC encourages all fire chiefs to continue their dialog with local officials and remind them of the important role the fire service plays in the protection of the nation’s critical infrastructure.

Chief Michael Maglione of the Bridgeport, Conn. Fire Department said a unified command structure was immediately put into place involving the Bridgeport Fire Department, a regional hazmat team, police, highway patrol, department of transportation, the Coast Guard and environmental experts. “Everybody understood and used incident command and unified command and worked together as a team. There was a certain level of trust and I credit this success to the large scale training and exercises we’ve had in the last two years.”

The IAFC is working on Capitol Hill to secure federal funding for the fire and emergency service, including the FIRE Act, the only federal program where money goes directly to fire departments to assist them in dealing with all hazards, and the SAFER Act to fund additional staffing

*Editor’s Note: *Fire departments from the Bridgeport, Conn. area responded to a major tanker truck fire on Interstate 95 in Bridgeport. A tractor-trailer carrying 9,000 gallons of fuel oil exploded Thursday night after striking a car, extensively damaging the interstate in both directions.*

Officials are estimating that it may take 12 to 14 days before the highway is reopened. Chief Michael Maglione of the Bridgeport, Conn. Fire Department described the scene, “A tank truck opens up spilling #2 oil, and cars are driving through it kicking up a fine mist and ignite a fireball. We know that 10-15 cars drove through the fireball, yet miraculously no one was hurt.”

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More on CIP

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Department of Homeland Security

CIP: Indispensable Component of Emergency Management

Most would agree that the role of local emergency management agencies is to develop and maintain plans and programs for the mitigation, preparedness, response, and recovery from all hazards. Each local government has the legal mandate to guarantee that these plans and programs are effectively supported by the essential capabilities to perform emergency operations regardless of the crisis.

As the focal point for emergency planning and coordination, the emergency management agency develops hazard mitigation programs and activities in conjunction with other departments (e.g., fire, police, EMS, medical, public works, etc.) to reduce the vulnerability of critical infrastructures to any calamity. To perform this crucial task, the emergency manager or coordinator must accept critical infrastructure protection (CIP) as an indispensable component of emergency management.

With hazard mitigation being the top line and mission assurance being the bottom line of CIP, it is urgent that community leaders consider the CIP process during the mitigation phase of emergency planning. At minimum, the CIP process offers the following advantages:

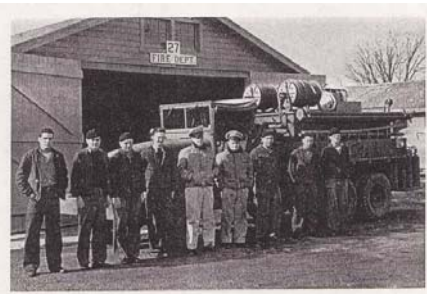
- Improves understanding of the man-made and natural threats to critical infrastructures.
- Aids the assessment of which community infrastructures are most vulnerable.
- Helps determine the priorities for protecting vulnerable infrastructures.
- Assists the selection of necessary protective measures.

The application of the CIP process can prevent the degradation of, or otherwise, mitigate the loss of local critical infrastructures resulting from a deliberate attack, accidental incident, or natural disaster. Therefore, the EMR-ISAC recommends that CIP should always be a significant ingredient of emergency management. More information about the CIP process can be obtained by contacting the EMR-ISAC at (301) 447-1325 or at emr-isac@dhs.gov.

Information from the USFA CIP INFOGRAM

Trivia Answered

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Gotcha!!

There were no guesses at the answer to this stumper. This is the Fire Station from the Naval Barracks area of the Crane Naval Ammo Depot, Indiana circa 1943.

Special Thanks to “3rd District” at <http://thewatchdesk.com>.

Eye of God

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And Now For Something Completely Different ...

This photo is making the rounds on the internet as "The Eye of God". As you can see, this is not a hoax but an actual NASA photo taken by the Hubble.

Spectacular.

-RB

<http://hubblesite.org/newscenter/newsdesk/archive/releases/200>

This photograph of the coil-shaped Helix Nebula is one of the largest and most detailed celestial images ever made. The composite picture is a seamless blend of ultra-sharp images from NASA's Hubble Space Telescope combined with the wide view of the Mosaic Camera on the National Science Foundation's 0.9-meter telescope at Kitt Peak National Observatory near Tucson, Ariz. The image shows a fine web of filamentary "bicycle-spoke" features embedded in the colorful red and blue ring of gas. At 650 light-years away, the Helix is one of the nearest planetary nebulae to Earth. A planetary nebula is the glowing gas around a dying, Sun-like star.



DoD Dress Code

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DoD Fire Academy Dress Code

By CMSgt Terry Ford, Superintendent DoD Fire Academy

The following policy applies to civilian students attending classes at the Louis F. Garland DoD Fire Academy.

It is each student's responsibility to use good judgment in selecting attire that projects a professional image and that is appropriate for both climate differences and classroom activities. DoD Fire Academy staff has the authority to make a determination that a student's attire may be inappropriate. Students whose attire is determined to be inappropriate will conform to this policy before being allowed to continue class.

Acceptable Attire for Classroom Settings:

- Men: Shirts with collars; slacks, departmental uniforms (no T-shirts); shoes and socks. Optional items include sweaters, sport coats, ties, etc.
- Women: Dresses; blouses with slacks, skirts, including departmental dress uniforms (no T-shirts); and shoes. Optional items include sweaters, blazers, etc.

Acceptable Attire for Graduation:

- Men: Suits; sports coats; dress shirts with ties or class shirts; dress slacks, or departmental dress uniforms.
- Women: Suits or dresses; blouses with dress slacks or skirts; or departmental dress uniforms.

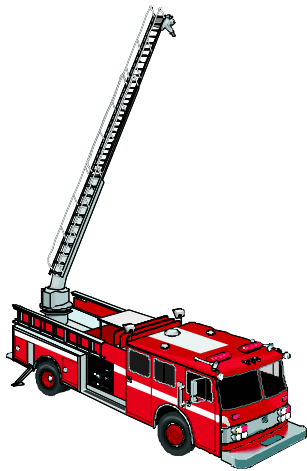
Shorts, sleeveless shirts, open-toe sandals, etc., are not permitted in the classrooms, auditorium, or any indoor or outdoor training area on the DoD Fire Academy grounds. Departmental baseball caps may be worn outside the facility. Dresses, skirts, split skirts/shorts should be no higher than 1" above the knee (no mini skirts).



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Cat Rescue (No, Really!)

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Waterlogged Cat Rescued After 4 Days

By Elizabeth Kenny ekenny@seacoastonline.com

KITTERY, Maine - Seven-year-old Torielle Connor gave Portsmouth Naval Shipyard firefighters a huge grin as they handed her Moggie, her black and white cat who before her rescue had been stuck in a tree for four days, through heavy wind and rain.

The shipyard unit's rescue was the last of nearly half a dozen made Friday to get Moggie out of the tree, according to Torielle's mother, Tracy. "Portsmouth Naval Shipyard firemen are just the best," she said. The crew extended its 105-foot ladder up through leafless, wet branches, finally nearing the soggy cat. After the relieved feline jumped into the rescuer's arms, it was wrapped in a white towel.

It all started Tuesday, when Moggie had been let out of her Kittery home on Cromwell Street but did not return. The first day Tracy noticed Moggie was missing, she said, she was concerned. She checked the neighborhood, but to no avail.

Late Tuesday evening, Tracy said, she started to hear howling from a tree in a neighbor's yard.

Hoping the 2-year-old cat would come down, Tracy waited it out. Despite Thursday night's stormy weather, Moggie remained in the tree, feebly grasping a thin branch, soaking wet and wide-eyed.

On Friday, Tracy decided to get help. She picked up the phone and began calling everyone she could think of, including to a friend who works for Sign-A-Rama, thinking the company's ladder truck could help, and later, the Kittery Fire Department.

Sign-A-Rama employees attempted a rescue, but ended up needing rescuing themselves, when their truck got stuck in the mud while they tried to get closer to the tree Moggie was trapped in.

Kittery Fire Chief David O'Brien arrived, estimated the cat to be nearly 50 feet up and said his engine's ladder would not reach that far. Not wanting to leave the Connor family in a lurch - or Moggie outside any longer - he called the Portsmouth Naval Shipyard Fire Department, which has a ladder long enough to do the job.

"In my 30 years of being a firefighter, I've probably only done this once or twice," said PNS Fire Chief Harry Tagen.

This was not the first time for Moggie, however. Last year, Moggie remained in a tree in Berwick for 11 days, before she fell out.

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NFFF & USFA Report

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Firefighter Life Safety Summit Report Released

First Steps Underway in Major Campaign to Save Firefighters' Lives

Emmitsburg, MD - The National Fallen Firefighters Foundation (NFFF) and the United States Fire Administration (USFA) are pleased to announce the release of the Firefighter Life Safety Summit Initial Report. The Report details initiatives and recommendations for drastically reducing firefighter fatalities and injuries.

Organized by the NFFF, the Firefighter Life Safety Summit held March 10-11, 2004 in Tampa, Florida, was a first of its kind gathering of more than 200 fire and emergency service representatives from over 100 organizations and departments nationwide. The Summit was convened to support the USFA's stated goal of reducing firefighter fatalities by 25 percent within 5 years and 50 percent within 10 years.

The Summit Initial Report identifies and provides additional background on the 16 initiatives that were formulated by the Summit participants. The initiatives are:

1. Define and advocate the need for a cultural change within the fire service relating to safety, incorporating leadership, management, supervision, accountability and personal responsibility.
2. Enhance the personal and organizational accountability for health and safety throughout the fire service.
3. Focus greater attention on the integration of risk management with incident management at all levels, including strategic, tactical, and planning responsibilities.
4. Empower all firefighters to stop unsafe practices.
5. Develop and implement national standards for training, qualifications, and certification (including regular recertification) that are equally applicable to all firefighters, based on the duties they are expected to perform.
6. Develop and implement national medical and physical fitness standards that are equally applicable to all firefighters, based on the duties they are expected to perform.
7. Create a national research agenda and data collection system that relates to the initiatives.
8. Utilize available technology wherever it can produce higher levels of health and safety.
9. Thoroughly investigate all firefighter fatalities, injuries, and near misses.
10. Ensure grant programs support the implementation of safe practices and/or mandate safe practices as an eligibility requirement.
11. Develop and champion national standards for emergency response policies and procedures.
12. Develop and champion national protocols for response to violent incidents.
13. Provide firefighters and their family's access to counseling and psychological support.
14. Provide public education more resources and champion it as a critical fire and life safety program.

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NFFF & USFA Report (cont)

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15. Strengthen advocacy for the enforcement of codes and the installation of home fire sprinklers.

16. Make safety be a primary consideration in the design of apparatus and equipment.

“The Summit was the first step in our mission to significantly reduce firefighter fatalities,” declared Chief Ron Siarnicki, NFFF Executive Director. “The American Fire Service is now united under a common goal, and with that determination, energy, and focus we will make progress, one firefighter’s life at a time.”

“The Foundation and the USFA, working with the fire service leadership of this nation, are developing immediate, mid-range, and long-range priorities for a national campaign to stop these needless and preventable losses of firefighters,” said U.S. Fire Administrator R. David Paulison. “In almost every case, we know what needs to be done. We now must take those steps needed to ensure every firefighter goes home, after every emergency they respond to.”

To obtain a copy of the Firefighter Life Safety Summit Initial Report or Power Point presentation visit www.firehero.org

Note: Mr. Bill Killen, Director, Navy Fire & Emergency Services attended and participated in the Summit as the DoD representative.

The Falcons and the “Bears”

Hanger Visitor

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This bear cub (lower left of the picture) was seen walking around a hanger recently at Eglin AFB.



DoD Training Conference 2004

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Department of Defense Fire & Emergency Services Training Conference

**August 11-18, 2004
New Orleans, LA**

During the conference, each of the military DoD service components and the U.S. Coast Guard will have the opportunity to meet in a general session, have their own breakout sessions and if they choose, participate in Fire-Rescue International educational sessions and exhibits.

Visit www.iafc.org/conferences/dod/index.asp#dates for more details

As I See It...

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Ignore the Distractions; Keep Your Eye on the Ball

By: Rick Brockman, Navy F&ES

Back in my youth I was fortunate enough to coach a little high school football in Colorado Springs (Go Coronado!). One of the toughest lessons to teach our receivers and defensive backs was to focus on the football in spite of the chaos and turmoil that was happening around them. “Ignore the hands in your face, the bumping, pushing and shoving and keep your eye on the ball.” I wish I could report that my coaching led to a *Remember the Titans*-type of season, but it didn’t. Nevertheless, the fundamental lesson was (and still is) a good one.

In today’s Navy we are facing the toughest fire service challenges we’ve ever seen; the prevalence of hazardous materials, the ubiquitous terrorist threat and the shameful number of [national] firefighter injuries and deaths. If that isn’t enough, we are also being questioned like never before about the expense associated with our profession. We’re being told to question every traditional assumption and cut costs in ways that were unthinkable only two or three years ago. Today’s Navy Fire Chief is facing managerial challenges our predecessors could not even imagine. Between the data calls and daily briefings to justify and explain our business there is almost no time left to do normal “Fire Chief stuff”.

Lots of hands in our face, lots of people bumping, pushing and shoving.

In the meantime, our firefighters’ job is basically the same as it ever was, there are just fewer of them, but their service is still in high demand.

A careful review of NFIRS data for the first half of this fiscal year (1 Oct 03 through 1 Apr 04) is very revealing. Keep in mind that less than half of our departments are reporting to NFIRS - that’s another editorial- the numbers that we do have paint a very busy picture. We’ve extinguished 368 fires, provided emergency medical service 4,034 times and mitigated 831 hazardous material incidents of varying severity. We also responded to 18,460 other calls for service for a total of 23,693 calls for service, excluding mutual aid responses. And that’s what’s accounting for less than half of our fire departments.

Our Fire Chiefs are up to their elbows answering questions about DoD IGs, CBBs, ROCs, OPM, AFFF and other acronyms as well. These are all critically important and vital tasks to maintain our present, and determine our future, fire protection operational capabilities.

Normal “Fire Chief stuff” has been redefined and THIS IS IT.

There is no longer any time for vehicle inspections, rookie Q&A interviews or no-notice Chief Drills. The nostalgic duties of the Fire Chief have been delegated all the way down to the Company Officer, where it probably belonged all along.

As I See It...(cont)

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Back in the olden days when I wore a red helmet, the Company Officer was required to follow the orders of the Assistant or Battalion Chief. Those orders typically included telling me which hydrant to catch, what size and how much hose to lay, what type of hose lay to make... you get the picture. I can safely say that I was not a self-realized Company Officer, I always felt underused.

Today's Company Officer has much more autonomy and usually has made all of the initial tactical decisions by the time a Chief has arrived on scene (CHAOS). In these days of cutting costs and preoccupied Chief Officers, those initial tactical decisions are my greatest worry.

I was recently discussing a "routine" structure fire at one of our bases with an old friend. The structure was a vacant single-family residence under renovation. Our bread and butter firefighting operation, right? The engine arrives, quickly determines the structure is vacant, establishes a water supply and deploys his crew to await the second engine or ladder. Only this Captain decided he would not wait for a RIT and made an offensive attack with his crew of four. They put out the fire and nobody got hurt so it was a successful call. But what if...?

My friend talked about egos and bravado and the need for some firefighters to stick out their chests and declare "I don't need no stinkin' RIT!" While I agree that there may some liar's bench courage out there, it usually comes from the lesser-experienced firefighter. I don't think the danger to our folks results from an ego-driven attitude but originates in what the Sea Bees call a "can do" attitude. That's the premise of our whole profession isn't it? Our neighbors need somebody, anybody, to help them and we are the ones who step up and say "Can do neighbor!"

As I see it, we need to convince our Company Officers that they must somehow throttle down the can-do attitudes and make the safety of their crew the paramount concern on the fireground. We're going to be making many more single company initial responses and the temptation to over-extend our capabilities will be great, but we cannot give in to that can do attitude unless we can guarantee the safety of our crews without a shadow of a doubt.

The acceptance of risk must NEVER be delegated to the Company Officer level, that responsibility rests many levels above the Fire Lieutenant or Captain. We must "socialize" (latest management-speak catchword) the fact that a single engine company must never initiate offensive fireground tactics unless there is absolutely no compromise to the safety of the firefighting crew.

IT IS **NEVER** OKAY TO INJURE OR KILL A FIREFIGHTER ON THE JOB.

"Our patience will achieve more than our force."

-[Edmund Burke](#), *Reflections on the Revolution in France*,
1790

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Trouble Ahead

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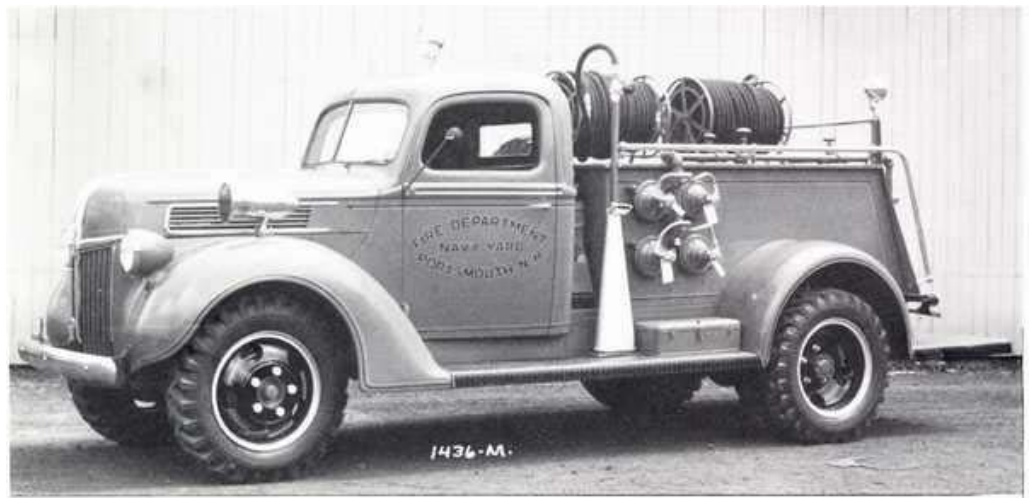
Partly Cloudy With a Chance of Showers....



Firehouse Trivia

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Can You Identify This Type of Navy Fire Truck?



Submit your answer or guess to the editor: ricky.brockman@navy.mil
Answer in May's ***What's Happening***.

"History is the version of past events that people have decided to agree upon."

-[*Napoleon*](#)

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Lakehurst Web Site

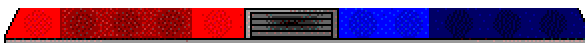
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NFIRS Training

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Lakehurst Web Site On Line



The Navy Lakehurst Fire And Emergency Services site is now available on the web. The address is: <http://www.lakehurst.navy.mil/nlweb/LKE-Fire/>
It is also listed on the Programs / Products / Resources page under Support Services: <http://www.lakehurst.navy.mil/nlweb/programs.asp>

NFA Offers NFIRS Training

The National Fire Academy has 19 vacancies (as of this publication date) for the resident NFIRS Program Manager course being offered from August 9 - 20, 2004 at the NFA campus in Emmitsburg, MD. The course description appears below. Enrollment and application procedures can be found on the this web link: <http://www.usfa.fema.gov/fire-service/nfa/nfa-abt1c.shtm>

If your department cannot support travel to the NFA, an introductory NFIRS course is offered as an on-line self-study program found at the Self-Study link on the [National Fire Academy Home Page](#).

NFIRS 5.0



Course Name National Fire Incident Reporting System

Course Code R499

Delivery Type Resident

Course Description: This 2-week course is offered to enhance the knowledge and skills of those individuals responsible for the managing of NFIRS in their organization, and/or the training of field-level data collection and reporting staffs. Students are expected to have completed the Introduction to NFIRS 5.0 2-day class, or equivalent, prior to attending this course. The NFIRS manager receives information about the systems capabilities, data collection and analysis, and the available reporting features. Focus is on the higher level competencies required to train others in data entry, collection, and reporting, and to develop decision packages based on local, State, or national data and trends. The NFA's computer classroom is used extensively for this course. The opportunities created by class activities are the creation and presentation of a decision package containing useful, timely, and accurate NFIRS-based information, and the development of the skills needed to train other NFIRS users.

Selection Criteria: New and current State, Metropolitan and fire department NFIRS program managers responsible for NFIRS data collection and/or for the training of field-level data collection and reporting staffs.

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Image of the War

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The Mother of All Spiders?



Peter Jackson would be proud of this manipulation of perspective. At first glance this looks like a monster spider (these guys aren't very pleasant neighbors to begin with) but it is, in fact, TWO spiders of normal size. Normal for a camel spider anyway. The real perspective can be found by focusing on the sleeve cuff of the brave soldier holding these arachnids.

Lakehurst MA Call

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Navy Lakehurst F&ES Provides Mutual Aid

By Thomas R. Wieczerszak, Firefighter - NAES Lakehurst

On 19 April 2004, the Navy Lakehurst Fire & Emergency Services was dispatched for a mutual aid assignment to Dover Township for a working structural fire. After thirteen hours on the fire scene the Department had assisted with fire suppression, overhaul, FAST Team operations, and served in various incident command system roles. With the assistance and teamwork between the Navy Lakehurst



Fire & Emergency Services and the Dover Township Fire Department, no firefighters from either Department were injured and no equipment was lost in the fire suppression efforts. The facility housed hundreds of cylinders of compressed flammable gases. The rapid response and assistance of the US Navy Fire Department was a substantial factor in preventing further explosions.

FDs Are Critical Infrastructure

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Department of Homeland Security

Firefighting Departments: A National Critical Infrastructure

USFA CIP Infogram April 8, 2004 found at: [USFA CIP Infograms](#)

The EMR-ISAC has consistently written that firefighting organizations are among this nation's critical infrastructures. The major reason why the American Fire Service is a critical infrastructure of the United States is something worth considering and sharing. Essentially, firefighters provide an indispensable service to America because when performing duties they protect other national critical infrastructures and key assets as exemplified by this abbreviated list:

- Chemical, electrical power, nuclear power, and hydroelectric plants.
- Petroleum handling facilities such as refineries, ports, terminals, and pipelines.
- Natural and liquid gas storage facilities.
- Primary data storage and processing centers such as banking and finance centers.
- Telecommunications, Internet, and cyber facilities.
- Major surface and subway transportation assets.
- Key bridges and tunnels.
- National treasures including buildings, monuments, and archives.

The significance of the above listing should remind chief fire officers and their personnel that their service extends far beyond the many local emergencies to which they respond. "We are the protectors of our nation's critical infrastructure and as such, we must do everything within our power to be fully equipped, staffed, and trained to respond to any emergency," said Chief Ernest Mitchell, president of the International Association of Fire Chiefs. He encouraged all fire chiefs to "continue dialog with local officials and remind them of the important role the fire service plays in the protection of the nation's critical infrastructure."

IAFC: Don't Respond to Fire Station Survey

Fairfax, Va., April 21, 2004 ... Many of you have received letters from the company "Explore Information Services. "They want very significant information about each fire department, each fire station, water supply, etc. to develop a "National Fire Station Database" for the benefit of state and federal agencies and the insurance industry.

Upon becoming aware of this letter and survey for operational information, the IAFC contacted the Department of Homeland Security to verify the relationship with Explore Information Services.

The IAFC is exploring safeguards to protect this information from sources that would seek to sabotage the U.S. infrastructure. **Until we receive specific verification of the operational security of this information, we recommend not completing the survey.**

The IAFC will keep you informed of any developments regarding this matter.

Just Say No

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When in D.C. Be Sure to Visit...

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Tomb of the Unknowns Arlington National Cemetery

The soldiers who stand guard at the Tomb of the Unknown Soldier are hand picked and rigorously trained. They have come from every state in the union, every walk of life. There are men and women. For some this is their first unit in the Army, others are veterans of many years.



Over the years there have been Regular Army and Draftees.

The duty is not for everyone. Over 80% of the soldiers who tryout for this duty do not make it.

Each soldier must have strong military bearing, discipline, stamina and present an outstanding soldierly appearance. Each Sentinel must be able to flawlessly perform seven different types of walks, honors and ceremonies. They must retain vast amounts of knowledge concerning the Tomb, Arlington National Cemetery, the United States Army and their unit.

What is it like to guard in bad weather?

The guards at the Tomb of the Unknown Soldier (we call ourselves "Sentinels") are completely dedicated to their duty of guarding the Tomb. Because of that dedication, the weather does not bother them. In fact, they consider it an honor to stand their watch (we call it "walking the mat"), regardless of the weather. It gets cold, it gets hot - but the Sentinels never budge. And they never allow any feeling of cold or heat to be seen by anyone.

Do you guard in a blizzard or a bad thunderstorm?

The Tomb Guards walk the mat regardless of the threat of severe weather. In fact, when Hurricane Isabelle moved through the Washington DC area last fall, the Sentinels continued to walk the mat. Even when the wind knocked over trees, the Tomb Guards stayed at their post and guarded the Tomb.

Do you guard all night long, even when the cemetery is closed?

The Tomb is guarded 24 hours a day, 7 days a week. In fact, there has been a sentinel on duty in front of the Tomb every minute of every day since 1937. And the Sentinel does not change the way he guards the Tomb, even at night when there is no one around at night. The Sentinels do this because they feel that the Unknown Soldiers who are buried in the Tomb deserve the very best they have to give.

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Fuel Cell Vehicles

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Fuel cell Electric Vehicles (FCEV): How Do They Work?

Reprinted with permission from Toyota.

http://www.toyota.com/about/environment/technology/spaceship_common.html



Vehicles that are powered by methanol fuel cells are considered electric vehicles because they do not have any type of internal combustion engine on board. Electricity generated by the fuel cell is used to power an electric motor that drives the vehicle.

Toyota is interested in methanol-fueled systems due to the ease of

refueling and the availability of the fuel. Methanol is a liquid fuel and can be stored in existing underground gas station tanks and dispensed with only minimal equipment changes. That also means that refilling the vehicle can be done as quickly as with a conventional gasoline-powered vehicle.

Fuel-cell electric vehicles (FCEV) are not considered zero-emission vehicles because carbon monoxide (CO), hydrocarbons (HC) and nitrogen oxide (Nox) are by-products of the fuel-cell reformation process. The advantage: fuel cell powered vehicles produce less than one-tenth the emissions of a conventional gasoline-powered engine.

HOW DOES IT WORK?

The fuel cell is comprised of four main components: The methanol storage tank, a conversion device that transforms methanol into hydrogen, a fuel-cell stack and a permanent-magnetic electric motor.



The fuel cell is comprised of four main components: The methanol storage tank, a conversion device that transforms methanol into hydrogen, a fuel-cell stack and a permanent-magnetic electric motor.

To begin the chemical process of generating electricity in the fuel cell, the methanol fuel is mixed with water and passed through a fuel reformer. This reformer is comprised of a vaporizer, a reformer and a CO-selective oxidizer. What comes out of the reformer is called a reformative gas and is introduced into the negative electrode side of the fuel cell.

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Fuel Cell Vehicles (cont)

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The fuel cells themselves are made up of layers of electrolyte membranes, each with positive and negative electrodes. Hydrogen is fed into the negative side and air into the positive side. A catalyst on the negative electrode ionizes the hydrogen allowing the ions to migrate through the membrane toward the positive electrode. Negative ions freed by ionization are attracted to the positive electrode, but cannot pass through the membrane. Instead, they pass through an external circuit creating electricity. Once at the positive electrode, the free electrons recombine with the hydrogen ions, reacting with the oxygen in the air to form water, which is subsequently reused in the beginning of the methanol conversion process.

Excess energy developed by the fuel cell can be stored in a battery for use when the fuel cell alone cannot provide sufficient electricity for the motor. The FCEV is also fitted with a regenerative braking system to aid in battery recharging, where by coasting and braking convert the motor to a generator that is used to recharge the batteries.

Academic Award

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Assistant Director Receives Academic Award



On Saturday April 17, 2004 Assistant Director, Navy F&ES Stephan Cox was presented the "Distinguished Alumni Award" from National Louis University. The award recognizes contributions to a graduate's profession. It's based on taking the lessons learned from college classes and putting it into professional use. Dr. Belle Wheelen, Secretary of

Education, Commonwealth of Virginia presented the award on behalf of National Louis University. She was pleased to announce that Mr. Cox is a graduate of the baccalaureate program as well as the masters program.

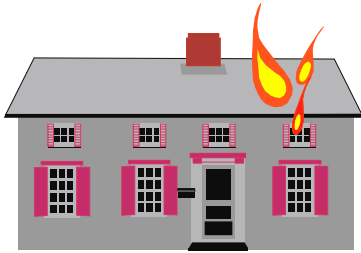
"To endure is greater than to dare; to tire out hostile fortune; to be daunted by no difficulty; to keep heart when all have lost it -- who can say this is not greatness?"

-[William Makepeace Thackeray](#)

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FEMA Database

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Census Shows Increase In Registrants, Enhancing Information Collection

WASHINGTON, D.C. - The Department of Homeland Security's Federal Emergency Management Agency (FEMA) announced today that the National Fire Department Census had 22,250 registered fire departments on April 1, 2004 - approximately 75 percent of U.S. fire departments. This is an increase from two years ago, when only about half of all of the nation's fire departments had submitted information for the census.

"This national database is used by the fire protection and prevention communities, allied professionals, the general public and the U.S. Fire Administration," said Michael D. Brown, Under Secretary of Homeland Security for Emergency Preparedness and Response. "We're pleased that so many departments have seen the value and submitted information to this database."

The fire departments registered with the census represent some 41,000 fire stations and more than 1 million personnel, including career, volunteer and paid-per-call firefighters, civilian staff, and non-firefighting volunteers. The departments are located in all 50 states, the District of Columbia and U.S. territories. The census is managed by the National Fire Data Center, part of the U.S. Fire Administration (USFA). The census database provides a directory of registered fire departments and includes basic information including address, department type, Web site address and number of stations.

"USFA staff members plan to use the census data to conduct special studies, guide program decisions and improve our communication with fire departments throughout the country," said U.S. Fire Administrator R. David Paulison. "The census is also a valuable resource for departments and we encourage fire departments to access the census information on the USFA Web site and to register if they have not already done so."

Census data, including a breakdown of participating departments, can be found at: <http://www.usfa.fema.gov/applications/fdonline/>

"The soul that is within me no man can degrade."
- Frederick Douglas

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Fallen Firefighters Memorial Weekend

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23rd Annual Memorial Weekend October 2-3, 2004

Emmitsburg, MD - The National Fallen Firefighters Foundation (NFFF) and the United States Fire Administration (USFA) announced today that they will honor 106 firefighters who died in the line of duty in 2003, along with three firefighters who died in earlier years. These brave men and women will be honored at the 23rd Annual Memorial Weekend to be held October 2-3, 2004. Most events will be held on the National Fire Academy campus, site of the National Fallen Firefighters Memorial, in Emmitsburg, Maryland.

"Every time a firefighter loses his or her life in the line of duty, all of us should stop and acknowledge the sacrifice, the loss of one more true American hero," declared NFFF Executive Director Chief Ron Siarnicki. "The Memorial Weekend is when our country pauses to remember what the brave men and women of our firefighting community do for all of us." The number of firefighters killed in the line of duty last year is slightly higher than the annual average of 100 firefighter fatalities per year. There were seven multiple fatality incidents which accounted for 20 deaths, or 19 percent of all 2003 fatalities. The state of Oregon suffered the nation's greatest number of line-of-duty firefighter deaths (13) followed by the states of Pennsylvania and Texas (8 fatalities each).

"All firefighters who made the ultimate sacrifice in 2003 will be remembered for both their contribution and their loss," said NFFF Chairman Hal Bruno. "We need to honor their memories by never forgetting them or those they left behind, and we do that by providing support to their families and friends."

"One of the saddest responsibilities as USFA Administrator is to participate in the remembrance of those firefighters who have given their lives in service to their communities," said USFA Administrator R. David Paulison. "It is my sincere hope that the day will come when, regardless of the emergency, all firefighters go home safely."

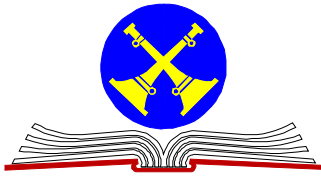
For more information on the 23rd Annual Memorial Weekend or the NFFF, [visit www.firehero.org](http://www.firehero.org)

Congress established the NFFF in 1992 to lead a nationwide effort to honor America's firefighters who die in the line of duty. Its mission is to honor and remember America's fallen fire heroes and to provide resources to assist their survivors in rebuilding their lives. The NFFF has developed numerous programs to fulfill this mandate including: sponsoring the National Fallen Firefighters Memorial Weekend and helping survivors attend the tribute; creating the first permanent Memorial Park honoring all fallen firefighters; providing peer support networks for survivors and senior fire officers; awarding scholarships to spouses, children, and step-children for education and job training; serving as a clearinghouse of resources to help families and fire departments after a line-of-duty death; and continuing to provide long-term emotional support for the families of firefighters who died in the World Trade Center.

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Emergency Operations Plans

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FEMA's New On-Line Course Helps Schools Develop Effective Emergency Operations Plans

WASHINGTON, D.C. - The Department of Homeland Security's Federal Emergency Management Agency (FEMA) is unveiling today an on-line, independent study course that will help educators and first responders develop effective emergency operations plans for the wide array of potential emergencies that schools face.

"Our Multi-Hazard Emergency Planning for Schools course has long been successful in helping educators protect their students," said Michael D. Brown, Under Secretary of Homeland Security for Emergency Preparedness and Response. "Now this course is available online, increasing its reach across the nation and greatly enhancing the nation's school emergency planning."

Specialists at FEMA's Emergency Management Institute developed the online course, IS 362: Multi-Hazard Emergency Planning for Schools, which is based on a traditional classroom course that FEMA has been offering for nine years. The online course describes emergency management operations, roles and responsibilities, explains how to assess potential hazards schools face, and explains how to develop and test an emergency operations plan. While the course takes an all-hazards approach to emergency planning, it does include a lesson on planning for terrorism.

The course takes between six to eight hours to complete; those successfully finishing it receive a certification of completion. The course is located at: <http://training.fema.gov/EMIWeb/IS/is362.asp>

Crash Crew Afloat

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At Sea Aboard USS Enterprise (CVN 65) April 18, 2004 –

Members of the crash and salvage team aboard USS Enterprise (CVN 65) advance on a mock aircraft accident during a mass casualty drill aboard the nuclear powered aircraft carrier. Enterprise is currently underway in the Atlantic Ocean. U.S. Navy photo by Photographer's Mate Airman Justin McGarry. (RELEASED)

History of Fire Prevention

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One Picture is...

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History and Philosophy of Fire Prevention

By: Howard C Harris, Fire Inspector, NAS Key West

Fire Prevention, as we know it today is the foremost and best way to reduce fire loss and save lives. To keep a fire from occurring is far less costly then to extinguish and rebuild, not to mention the saving of lives. Modern *Fire Prevention* has its roots as far back as the Roman empire. As early as 300 BC, Romans established a fire department. This was composed primarily of slaves. However, the response of those individuals is reported to have been quite slow. Due to the fact that this program was so unsuccessful. In fact the department was converted into a paid force around 6 AD. By 26 AD the full time fire force in Rome was reported to have grown to about 7000. With the population of Rome at the time around one million, these 7000 individuals were charged primarily with the responsibility for maintaining *Fire Prevention* safeguards. They patrolled the streets in their efforts to bring about proper *Fire Prevention* procedures. Corporal punishment was administered to violators of fire codes. Rods were provided for use in such punishment. It is difficult to imagine public acceptance today of corporal punishment in connection with *Fire Prevention* code enforcement. Some of the first building codes dated back to 1189 when the Mayor of London issued an order to the effect that "no house should be built in the city but of stone and they must be covered with slate or tiled". The first recorded mandated use of fire wall dates back to 1190. Oxford imposed a requirement that fire walls be placed between every six houses. Some of the earliest storage regulations dated back to Scottish Act of 1426 and the Edinburgh Improvement Act of 1621. High rise regulations even date back to 1698. *Fire Prevention* regulations began in the new world around 1648. The then Governor of New Amsterdam (New York) appointed four fire wardens to inspect wooden chimneys in thatched roofs. Fire regulations have expanded and grown through out the years and have enveloped into what we know today as modern fire codes such as The National Fire Protection Association Life Safety Codes. All of which have been brought about because of major large loss of life fires that have occurred each time resulting in new fire regulations.

...Worth a Thousand Words



On-Line Training

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Michigan State University School of Criminal Justice Emergency Response Solutions	
HAZMAT Awareness and Incident Command Awareness: Online Training	
<p>The School of Criminal Justice, MSU, in conjunction with Industrial Safety Consultants, Inc., has developed two online Awareness Level training programs for public and private sector individuals, including law enforcement personnel. The first covers response to Hazardous Materials incidents and the second is a program on the Incident Command System. These training programs are located at www.safesponse.com. MSU is offering both of these programs for a limited time at no cost. Also, both programs can be used for required annual refresher training. Funding for both programs comes from a federal grant. Michigan State University will provide electronic certificates to those who complete each course.</p> <p>Hazard Awareness Public and private sector individuals, including law enforcement personnel, who may be the first on the scene of a hazardous materials emergency.</p> <p>Course Description By taking this course, participants will learn how to recognize a hazardous materials release and the risks posed, how to identify the released material, how to use available resources, and how to notify the proper authorities.</p> <p>Training Requirements Met - OSHA Standard on Hazardous Waste Operations and Emergency Response (HAZWOPER, Awareness Level)</p> <p>Program Length and Fee Program length varies depending on whether participant reviews all linked materials. At least one hour will be required; however, participants may leave the course and return to the same point without starting over. As indicated above, for a limited time this course is being offered at no cost.</p>	 <p><i>If you were first on the scene of a hazardous incident, would you know what to do?</i></p> <p>Incident Command Awareness Public and private sector individuals, including law enforcement personnel, who may be the first to arrive on the scene of any emergency.</p> <p>Course Description This course will provide participants with the skills required to implement an Incident Command System during the initial stages of an emergency before more senior officers arrive. Topics include: reasons for using Incident Command; the building blocks of ICS; the duties that must be performed; the importance of using an action plan; and how to get more information.</p> <p>Training Requirements Met - OSHA Standard on Hazardous Waste Operations and Emergency Response (HAZWOPER) - National Incident Management System (NIMS), U.S. Dept. of Homeland Security</p> <p>Program Length and Fee See description for Hazard Awareness.</p>
<p>For additional information, contact Scott Tobey, Professor, School of Criminal Justice at tobey@msu.edu</p> <p>Industrial Safety Consultants, Inc.</p>	

Free On-Line Courses

By: Glen Greenough, Assistant Chief for Training, NAS Whiting Field

For those interested in taking some on-line courses, check out the courses being offered:

Go to: <http://www.teex.com/> click on "ON-LINE COURSES"



More ... Free On-Line Courses

Emergency Response Solutions

Michigan State University

The School of Criminal Justice at MSU, in conjunction with Industrial Safety Consultants, Inc., has developed two online Awareness Level training programs for public and private sector individuals, including law enforcement personnel. The first covers response to Hazardous Materials incidents and the second is a program on the Incident Command System. These training programs are located at <http://www.safesponse.com/>. MSU is offering both of these programs for a limited time at no cost. Also, both programs can be used for required annual refresher training. Funding for both programs comes from a federal grant. Michigan State University will provide electronic certificates to those who complete each course.

Please forward this information to all agencies and individuals that may be interested in the training opportunity.

NFIRS Highlight

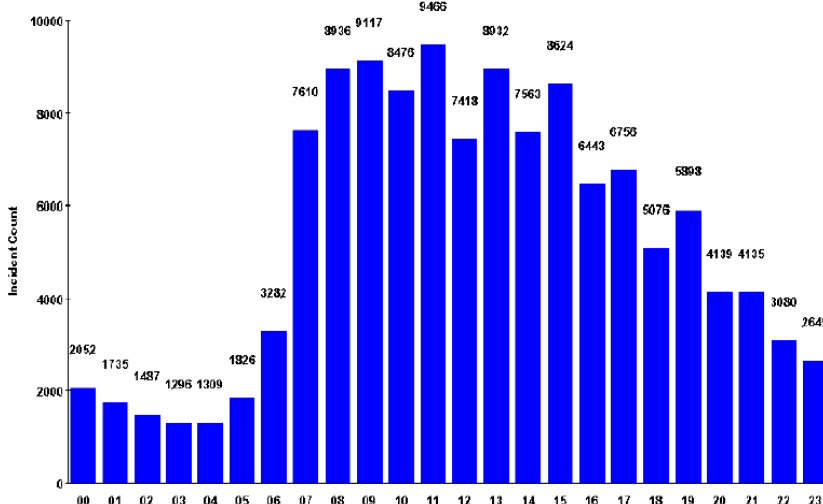
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Total Incidents by Hour of Day Incidents By Time Series: Hour of the Day

Report Period: 1/1/02 - 4/30/04

Incident Total: *****

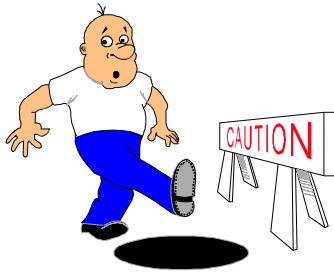
Total Incidents *



Data from 1 Jan 02 through 30 Apr 04 (40% of all Navy FDs reporting)

KME Service Bulletins

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Apparatus Service Bulletins

Although these two service notices are old bulletins, we recently became aware of some KME apparatus that have not been inspected or upgraded. Please check to see if these bulletins apply to any of your assigned fire apparatus. If necessary, contact the POC identified in the Bulletins.

NAME AND ADDRESS OF FIRE DEPARTMENT

July 11, 2001

Attn: Fire Chief
Re: GSO

Dear Chief:

As part of KME's commitment to the fire service, we have an ongoing quality assurance program to ensure our apparatus give you good service for many, many years. This program involves continuous evaluation and testing of materials and designs.

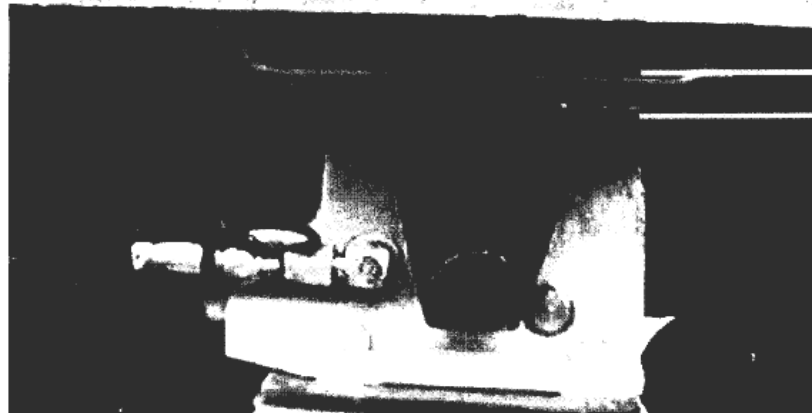
Because of this program, we need to enlist your help in checking for and preventing a potential problem. The rear hold down brackets on your cab may have been built using 1/4" aluminum plate. We have determined that under certain adverse and extreme conditions this material may start to fatigue after prolonged use.

In order to prevent this from happening, we have designed a retrofit kit using stronger material. If this kit is needed on your apparatus, KME will furnish the kit and pay for the labor necessary to install it.

Determining if your truck needs the kit is a very easy matter; tilt the cab to its full up position and measure the thickness of the hold down brackets as shown in the enclosed picture. If this dimension is less than 3/8", contact Mel Lomax at (570) 669-5215. Arrangements for shipment and installation of the kit will be addressed at that time.

REAR CAB LATCH BRACKET

Measure Bracket
Thickness



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KME Service Bulletins (cont)

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SERVICE BULLETIN NUMBER: 99-01-KME

JUNE 2, 1999

TITLE: Cab Pivot Bracket Bushing Installation

VEHICLES AFFECTED: All Vehicles

APPLICATION: Truck, Firefighting, Structural, 1250 GPM, Type 1 (4X2) DLA730-93-D-8018
Truck, Firefighting, Structural Type 11, Style A, A/S32P22 (4X2) NSN 4210-01-259-8455
Truck, Firefighting, Structural Type 11, Style B, A/S32P24 (4X4) NSN 4210-01-259-8454

PROBLEM: Elongation and/or wear in cab pivot bracket.

WORK TO BE ACCOMPLISHED: Installation of pivot bushings in cab pivot mounting brackets.

WORK INSTRUCTIONS: See Attachment "A".

PARTS LIST: Service Kit P/N 050282K
Contents of Kit:
(4) Cab Pivot Bushings (PN 037831 F)
(2) Cab Pivot Bolts 1-1/4X7X5 Grade 8 (PN 88446-3)

TOOLS REQUIRED:

Air Impact Gun	15/16 In. Socket
Air/Electric Drill with 1/2" Chuck	15/16 In. Wrench
1/4 In. Phillips Screwdriver	6 In. Heavy Duty "C" Clamp
1-7/8 In. Socket	Rubber Mallet
1-7/8 In. Wrench	(2) Floor Jack Stands
7/16 In. Wrench	Caliper

A Cab Pivot Bushing Service Tool Kit (P/N 050442F) consisting of a 1-1/2 In. Core Drill and Drill Guide is available from KME for installation of the cab pivot bushings. Contact POC for availability.

POINT OF CONTACT:

Kovatch Corporation	POC: Mel Lomax
One Industrial Complex	(570) 669-5187
Nesquehoning, PA.	(570) 669-6013-FAX
18240	

Vehicle Modernization



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Open Cab Fire Apparatus a Priority for Replacement

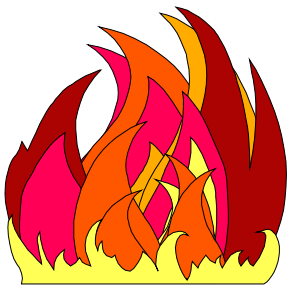
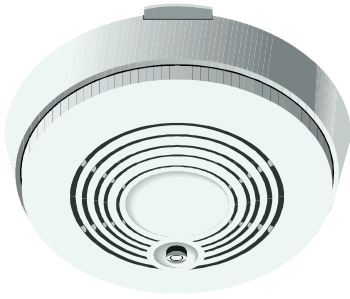
One of the focus areas/priorities for the Navy's Firefighting Vehicle Modernization Plan (under development) is to replace or upgrade (enclose cabs) all front line open cab fire apparatus. Consequently, we will be contacting each Fire Chief in the near future to validate records and obtain specific data to determine how many open cab/jump seat style units are in front line service and how many are utilized as backup units.

Additionally, we are creating a database on fire station door and parking stall dimensions, to ensure new units will fit into our fire stations. Chiefs should start action now to upgrade/modify fire stations to accommodate the larger sizes of new apparatus.

We just wanted to provide a heads-up to the Fire Chiefs, so they can start collecting the information needed to support this effort.

Smoke Alarms

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FEMA Review of Deadly Florida House Fire Reflects Importance of Working Smoke Alarms

WASHINGTON, D.C. - A technical review of a Florida house fire that killed six people - five of them children under age seven - is being released by the Department of Homeland Security's Federal Emergency Management Agency (FEMA) today. According to the review, the lack of a working smoke alarm allowed the fire to become so intense that rescuing the victims was impossible.

"Any fire fatality is a tragedy, but a fire that claims the lives of five children is a tragedy in the extreme," said Michael D. Brown, Under Secretary of Homeland Security for Emergency Preparedness and Response. "The tragedy is all the worse because it might have been prevented if there was a working smoke alarm in the home."

The review, compiled by the U.S. Fire Administration (USFA), stressed the importance of smoke alarms, notably in fires that occur when residents would be asleep. The local fire department had an aggressive public education program that included free smoke alarms and batteries, but demand was not great; interest in the items increased significantly after the fire.

"Data collected by USFA shows clearly there can be deadly consequences when fires occur at night in houses without functioning smoke alarms," said US Fire Administrator R. David Paulison. "Smoke alarms are inexpensive and easy to install, and easy to check and keep operational. They are the closest thing to having a firefighter on duty in your home 24 hours a day."

USFA develops reports on selected major fires and emergencies, usually involving multiple deaths or a large loss of property. The objective reviews are intended to uncover significant "lessons learned" or new knowledge about firefighting or to underscore ongoing issues in fire service. USFA, which has no regulatory authority, sends an experienced fire investigator to the community after a major incident only after conferring with local fire authorities.

The two-story, single-family home in St. Cloud, Fla., caught on fire early in the morning of June 21, 2001, after a plugged in battery charger became covered with clothing and ignited.

Ten firefighters responded to the initial alarm and arrived within four minutes of dispatch. Additional equipment and personnel were subsequently dispatched due to the magnitude of the fire, but rescue attempts were impossible. Of the house's eight residents, seven were home at the time of the fire and all but one died. The youngest victim was a 22-month-old girl.

A copy of the full report can be downloaded by going to:
<http://www.usfa.fema.gov/fire-service/techreports/tr142.shtm>

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DoD Training Survey

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DoD Firefighter Training

The Louis F. Garland Fire Academy (a.k.a. the ***DoD Fire Training Academy***) has a goal to provide the best firefighter training in the world. Additionally, they want to provide the correct mix of training courses that best fits your needs. In order to fulfill that goal, they need your help in determining both your present and future training needs.

A one-page survey was recently sent to every Navy Fire Department to help identify what training you currently need, in order to fully qualify your firefighters. Also, they want to determine your future needs.

Please take a moment to complete the survey and return your responses to the POC below.

This will provide the Academy an accurate snapshot of their customer base.

The Fire Academy will be briefing the results of this survey and their business plan to meet the needs, at the conference in August.

Please complete the survey ASAP to help the Academy achieve their goal of providing the right type of training for the DoD community.

Academy Survey POC:

MSgt Jeffrey A. Nabozny

312 TRS/DOF

Goodfellow AFB, TX 76908

DSN 477-4839 FAX DSN 477-5581

COMM (325) 654-4839 Fax (325) 654-5581

As of 3 May 2004, Navy Installations Who Responded:

Naval Station Roosevelt Roads

Naval Support Activity Panama City

Naval Station Pascagoula

Naval Support Activity Naples, Italy

N.E. Region Fire Departments

Naval Construction Battalion Center Gulfport

Naval Support Activity Souda Bay, Crete

Naval Support Activity Mid-South

NAS Atlanta

NAS Key West

NAS Jacksonville

Survey Returned for follow-up info:

NAS Keflavik

Your DoD Fire Academy Staff



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Assessment Visits

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Program Compliance Assessment Visits

Activities visited in April 2004:

NAS Key West

Naval Station Pascagoula

Naval Station Mayport

CBC Gulfport



The Director, Navy Fire & Emergency Services (Mr. Bill Killen) talks with NAS Key West Firefighters after a structural exercise during the Program Compliance Assessment, April 2004.

Pascagoula Assessment

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Protecting Property & Saving Lives in Pascagoula



Acting Captain Adam Chadwick and Firefighter Doug Painter on the job in Mississippi during a Program Compliance Assessment.

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OSHA Files

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From the OSHA Files

The below OSHA citations are actual citations issued to fire departments. These were not from any Navy Fire Departments, but these citations can be used as a learning tool for our departments. Please read the citations ... then evaluate your department, to determine if this type situation could occur in your fire department.

Citation 1.6e: Type of Violation: *SERIOUS*

29 CFR 1910.134(c)(1)(ix): The written respiratory protection program did not include procedures for regularly evaluating the effectiveness of the program.

Citation 1.7: Type of Violation: *SERIOUS*

29 CFR 1910.134(c)(3): The employer did not designate a program administrator who was qualified by appropriate training or experience that was commensurate with the complexity of the employer's respiratory protection program to administer or oversee the program and evaluate its effectiveness.

Citation 1.8: Type of Violation: *SERIOUS*

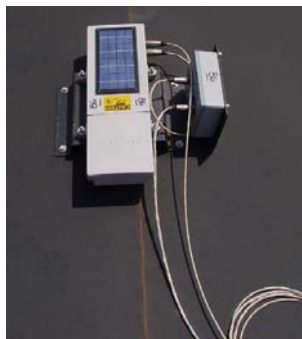
29 CFR 1910.134(e)(1): The employer did not provide a medical evaluation to determine an employee's ability to use a respirator before the employee was fit tested or required to use a respirator in the workplace.

Citation 1.9e: Type of Violation: *SERIOUS*

29 CFR 1910.134(f)(2): The employer did not ensure that an employee using a tightfitting facepiece respirator was fit tested prior to initial use of the respirator, whenever a different respirator facepiece (size, style, model or make) is used, and at least annually thereafter.

Don't Let This Happen in Your Fire Department !!

GPS on Rail Cars



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Tank Cars

Submitted By: Glen Greenough, Asst Chief Training, NAS Whiting Field

The Photos below and to the left shows a GPS device now placed on hazardous materials rail tank cars for Dow Chemical. It is possible that some people will see them and call 911 to report them as improvised explosive devices (IEDs); because the tank cars do look "wired" and suspicious.



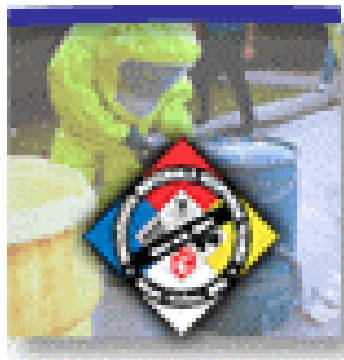
The More You Know

Fire Chief Retires

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Hazmat Conference

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NAS Whiting Fire Chief Retires



Fire Chief Willard Stone retired from the NAS Whiting Field Fire Department on 3 May 2004. Chief Stone started his fire service career on 1 Nov 1973 at NAS Whiting Field, as a Firefighter Trainee. Chief Stone progressed through the ranks to Fire Chief. He served his entire 30 plus year career in the NAS Whiting Fire Department. ***Best Wishes to Chief Stone and family!*** Enjoy your retirement.



Visit this web link for detailed information on the Hazmat Conference:

<http://www.iafc.org/conferences/hazmat/index.asp>

Hazardous materials operations are an integral component of homeland security in the 21st century. The 2004 International Hazardous Materials Response Teams Conference will bring together international experts on hazmat transportation emergencies, weapons of mass destruction (WMD) and industrial security, as well as basics such as toxicology, chemistry review and identifying unknown substances.

Every hazmat technician, training officer, company-level officer, fire fighter, emergency medical services provider, chief-level officer, special rescue teams professional and government agency employee should attend this critical and comprehensive conference. More than 700 professionals involved in hazardous materials training, response and mitigation will gather to network, exchange ideas, participate in hands-on training exercises and explore the exhibit floor.

Department of Defense Day, Wednesday, 2 June 04

If you are registered for the conference and are a member of the military, you are eligible to attend a special DoD Day on Wednesday, June 2, at no additional charge. Please indicate on the registration form if you will be attending DoD Day activities. If you are attending DoD Day only, and cannot stay for the remainder of the conference, please register using the one-day registration category for Wednesday, June 2.

This all-day session takes place at Marriott's Hunt Valley Inn and features information on topics directly relating to DoD hazardous materials emergency responders. DoD Day specifically targets hazardous materials Train-the-Trainer graduates and DoD hazardous materials emergency response team members.

Fire Protection Thingamajig

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Thingamajig Revisited

Back in our May 2003 edition of “*What’s Happening*” we featured our first “*Thingamajig*” question.

As you recall that *Thingamajig* was a device placed on a fire hydrant at NAS Patuxent River, designed to keep sand out of the ARFF vehicle pumping systems.

We recently ran across a photo of another “*Thingamajig*” that is not very common in today’s fire service (see photo).



If you think you know what this critical fire protection *Thingamajig* is, send your response to our editor: ricky.brockman@navy.mil

Look for the answer in next months edition of “*What’s Happening*”

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Navy F&ES POCs

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